

Message Text

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PAGE 01 CAIRO 03179 281734Z

46

ACTION EB-07

INFO OCT-01 NEA-09 ISO-00 CAB-02 CIAE-00 COME-00 DODE-00

DOT-00 INR-07 NSAE-00 FAA-00 L-02 SS-15 NSC-05 H-02

EUR-12 PRS-01 PA-01 USIA-06 /070 W

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P 281608Z MAR 75

FM AMEMBASSY CAIRO

TO SECSTATE WASHDC PRIORITY 3006

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E.O. 11652: N/A

TAGS: EAIR EG

SUBJECT: CIVAIR: RESTRICTIONS ON TWA

REF: A. STATE 64132 B. STATE 61790

1. EMBOFF PRESENTED US POSITION ON CAA-IMPOSED TRAFFIC RESTRICTION ON TWA(REFTELS) TO CAA CHAIRMAN SHINNAWI AND DIRGEN OF AERONAUTICS MOURSY ON MAR 27. MEETING WAS EXTREMELY CORDIAL AND RELAXED, BUT UNPRODUCTIVE; RESTRICTIONS WILL GO INTO EFFECT APRIL 1.

2. CAA OFFICIALS AGREED COMPLETELY ON REQUIREMENT FOR CONSULTATIONS UNDER TERMS OF AIR TRANSPORT AGREEMENT PRIOR TO ANY IMPOSITION OF LIMITATION ON PASSENGER TRAFFIC, AND WERE QUITE WILLING TO BEGIN CONSULTING AT ANY TIME, BUT DID NOT AGREE TO SUSPEND RESTRICTIONS IN INTERIM. THEY ALSO STATED THAT THERE WAS NO NEED FOR A FIXED RULE ON CAIRO-ATHENS AND CAIRO-ROME TWA TRAFFIC, AS LONG AS COMPANY WAS WILLING TO ACCEPT LIMITATION VOLUNTARILY. IN SHORT, EGYPTIANS WERE REASONABLE, FRIENDLY AND COMPLETELY INFLEXIBLE.

3. CAA BASES ITS POSITION ON FACT THAT ROME AND ATHENS SEGMENTS ARE THIRD AND FOURTH FREEDOM SEGMENTS FOR EGYPTAIR, ALITALIA AND OLYMPIC, BUT ONLY FIFTH FREEDOM

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PAGE 02 CAIRO 03179 281734Z

FOR TWA. GOE APPROVED TWA'S REQUEST FOR INCREASING

FLIGHTS TO ONE EACH DAY, BUT IS UNWILLING TO SEE THESE FLIGHTS
COMPETE WITH NATIONAL CARRIER'S BREAD AND BUTTER OPERATIONS.

4. ACCORDING TO EGYPTIANS, EGYPTAIR SHARE OF CAIRO-ATHENS
TRAFFIC WAS 23 PERCENT IN 1971, 22 PERCENT IN 1972, AND ONLY
13 PERCENT IN 1973. SAME DATA FOR CAIRO-ROME IS 51 PERCENT,
44 PERCENT, 39 PERCENT. WITHOUT SPECIFIC FIGURES IN HAND,
OFFICIALS SAID TOTALS FOR 74 WERE SIGNIFICANTLY LOWER.
BEFIEF HERE IS THAT NATIONAL CARRIERS SHOULD HANDLE 80 PERCENT
OF TRAFFIC BETWEEN TWO COUNTIRES, WITH REMAINING 20 PERCENT
DIVIDED AMONG 15 FIFTH FREEDOM LINES OPERATING OUT OF CAIRO.
TWA ALREADY HAS 23 PERCENT OF TOTAL, ACCORDING TO THEIR FIGURES.

5. CAA SAID LOAD FACTOR FOR PASSENGERS CARRIED BETWEEN US
AND EGYPT COULD NOT BE USED AS JUSTIFICATION FOR DAILY TWA
FLIGHTS, SINCE IT IS VERY LOW. THEY ARE WILLING TO SEE COMPANY
EARN A PROFIT ON ALL SEGMENTS OF ROUTE, BUT NOT AT EXPENSE OF
EGPTAIR. FOR THIS REASON TWA WILL NOT BE ALLOWED TO
COMPETE WITH EGYPTAIR ON CAIRO-ATHENS RUN (TWICE WEEKLY),
WHERE SHOWING HAS BEEN POOR, OR ON TWO DAYS OUT OF FOUR WHEN
SERVICE IS PROVIDED TO ROME, WHERE PRECENTAGE IS HIGHER.
THEY FEEL THIS IS PERFECTLY REASONABLE AND RATIONAL POSITION
TO TAKE "BETWEEN FRIENDS".

6. EMBOFF'S REFERENCES TO ARTICLE 10 OF AGREEMENT AND ANNEXED
ROUTE SCHUDULE WERE COUNTERED BY CAA, WHO POINTED OUT
THAT ARTICLES 8 AND 9 ARE FAR MORE GERMANE TO SUBJECT.

7. EMBOFF LEFT AIDE MEMOIRE (REFTELS) AND ADVISED THAT MATTER
WOULD BE REPORTED TO AMBASSADOR AND WASHINGTON. STRONG
REQUEST WAS MADE FOR POSTPONEMENT OF RESTRICTIONS, PENDING
CONSULTATIONS, WITHOUT SUCCESS.

8. IN SUBSEQUENT DISCUSSION WITH TWA MANAGER (MEETING
HAD TAKEN PLACE WITH HIS PRIOR CONCURRENCE IN APPROACH),
QUESTION AS TO WHETHER COMPANY SHOUD ACCEDE TO
RESTRICTION WITHOUT PROTEST WAS RAISED BUT NOT SETTLED. DEPT'S
VIEWS ON THIS PARTICULAR POINT ARE REQUESTED BEFORE APRIL 1.
IT SHOULD BE NOTED THAT EGYPTIANS SHOWED TOTAL UNWILLINGNESS TO
GIVE ON THIS ISSUE AND , OF COURSE, HAVE CAPACITY TO ENFORCE
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PAGE 03 CAIRO 03179 281734Z

RULING. EILTS

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AVIATION REGULATIONS
Control Number: n/a
Copy: SINGLE
Draft Date: 28 MAR 1975
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: SmithRJ
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1975CAIRO03179
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D750109-0709
From: CAIRO
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1975/newtext/t1975037/aaaaafvx.tel
Line Count: 108
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 75 STATE 64132, 75 STATE 61790
Review Action: RELEASED, APPROVED
Review Authority: SmithRJ
Review Comment: n/a
Review Content Flags:
Review Date: 03 JUN 2003
Review Event:
Review Exemptions: n/a
Review History: RELEASED <03 JUN 2003 by ElyME>; APPROVED <10 OCT 2003 by SmithRJ>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
05 JUL 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: RESTRICTIONS ON TWA
TAGS: EAIR, EG, TWA
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 05 JUL 2006